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**PHOTOGRAPHIC INTELLIGENCE REPORT**

**DZHULFA, USSR**



10 MARCH 1958  
RR-GP/DP-6-58

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PHOTOGRAPHIC INTELLIGENCE REPORT

DZHULFA, USSR

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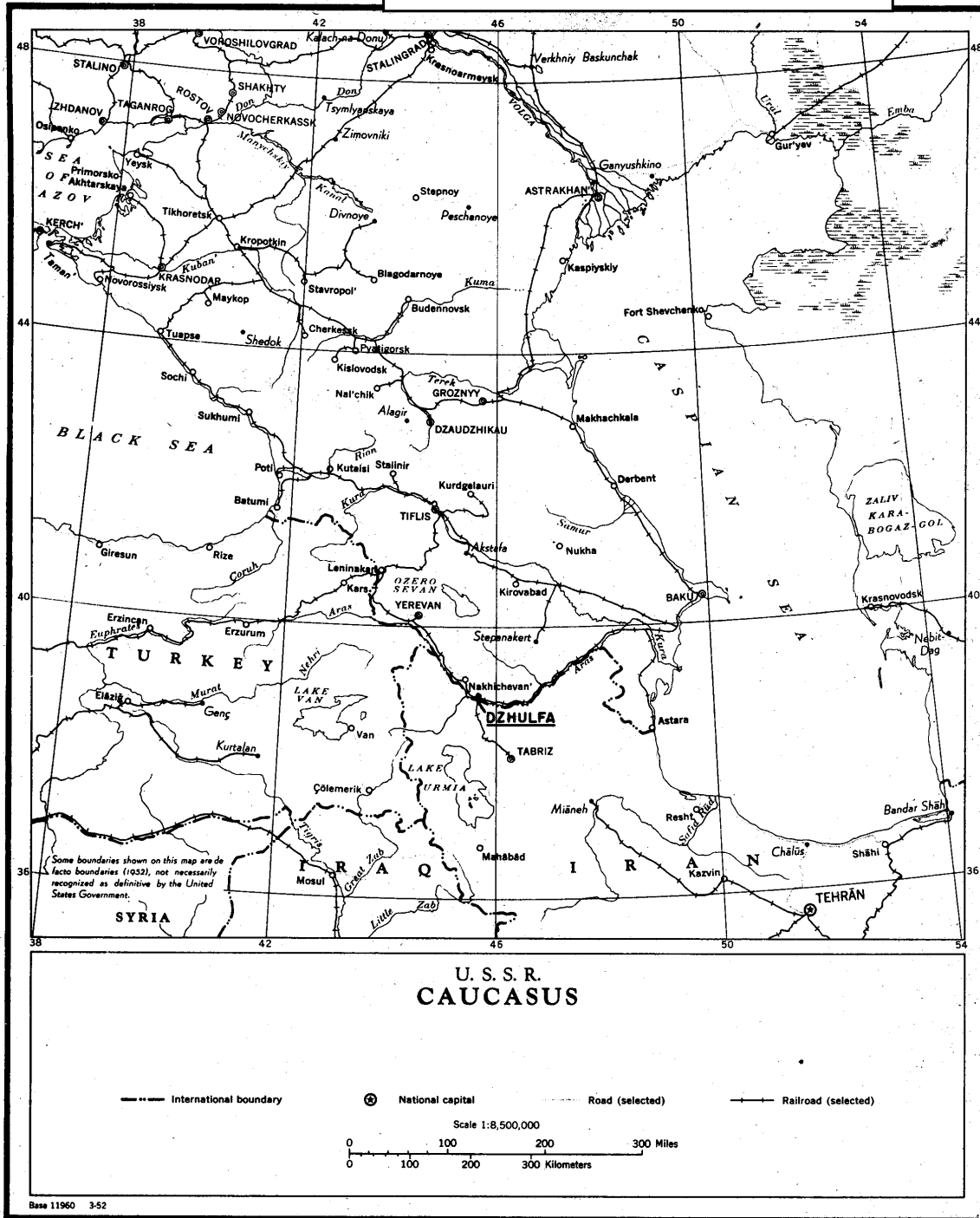
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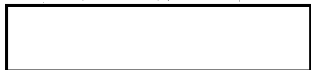
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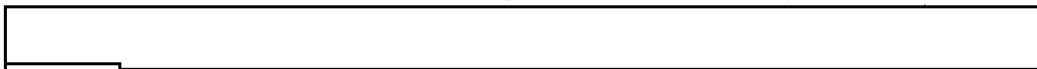
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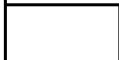
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### PREFACE

This photo analysis of Dzhulfa is based on small-format photography



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and has been prepared by the Photo Intelligence Division of ORR.

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## DZHULFA, USSR

Dzhulfa, located at N 38°-54', E 45°-38', is a small border town on the important communication line between Yerevan, USSR and Tabriz, Iran. It is situated just north of the Araks River, which forms the boundary between the USSR and Iran. Though the town is of limited significance industrially, it is important for its strategic location and military population since it is the only port of entry and exit between Yerevan, 100 miles to the northwest, and Astara, 175 miles to the east. The terrain in the area is gently sloping and void of vegetation other than desert or semidesert types.

The street pattern is generally rectangular in shape, with two main parallel north/south streets intersecting a third main street that is parallel to and south of the railroad yard. The main highway between Ordubad and Nakhichevan bypasses the town on the northeast side. All above-mentioned highways and streets, except the more easterly of the north/south streets, are probably hard surfaced. The other streets are probably unimproved. It is reported that the international road bridge which crosses the Araks River south of town is of wooden construction.

A branch line of the Tbilisi-Baku railroad passes through the north side of Dzhulfa. At the east edge of town, the main international rail line between the USSR and Iran leads off this branch line on single-track turnoffs from the east and west, which curve south and join just north of the steel-truss railroad bridge which spans the Araks River. There is also a small rail yard with a

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probable locomotive repair shop on the east side of town. A new Y-shaped turnaround has been added just east of the probable repair shop, and one spur on the northwest end of the small yard is placed in a cut below the level of the surrounding terrain. On the north side of town there is a small classification yard with approximately 10 tracks. The main railroad station is just south of the tracks. Still farther west, an earth scar indicates a possible abandoned or dismantled rail spur. Adjacent to the spur is a small lattice-type tower.

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The commercial and small industrial sections are situated along the railroad, with the main area located on the east side of town, north of the railroad. This area has approximately ten warehouse-type buildings and twenty other buildings of various sizes. A chemical or dyestuff plant for the processing of arsenic mined in the nearby mountains is reported to be located here. In the center of town, just south of the railroad, there are three elongated, gable-roofed warehouses.

A probable water-pumping station is on the south side of a ridge which extends along the southwest side of town. This station is probably used for pumping the water to Dzshulfa from five wells or intake stations which are evenly spaced in a straight line west of the pumping station. A pipeline extends up the south side of the ridge to a small water tower. Two pipelines extend from the tank to the city, one in a northeast direction and the other in a southeast direction.

The residential area consists of old and new sections. The old section, located between the international road bridge and railroad yard, appears the same as on 1942 photography. The southeast side of this area is in ruins.

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The new section, which is along the southwest side of town, consists of approximately 112 single and multiunit dwellings, with several exceeding one story in height.

Border patrols, along with the housing and training of border guards, are probably the most important activities in Dzhulfa. A training area lies northeast of town, as evidenced by the numerous trenches and revetments which scar the terrain. The largest military installation is located just north of the rail yard. It is surrounded by a high wall and contains three barracks-type buildings, two of which are possibly under construction. A motor pool with approximately 45 vehicles is situated on the north side of this installation. Just west of the motor pool and outside the fenced area are possibly two underground or revetted storage areas. To the northeast is a possible fenced ammunition storage facility which contains one warehouse-type building and six large bunkers. The Soviet side of the international boundary has numerous border obstacles, and the entire town probably is enclosed by a security fence. The ridge which parallels the river on the southwest side of town contains many obstacles. Trenches, probable machine-gun emplacements, and a few high structures are located along the summit and base of the ridge, near the international road bridge. Other obstacles include a lookout tower, a pill-box-type structure, and a network of trenches located on a high point on the west end of the ridge.

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